THE CANTABS WIN

A Magnificent Contest on the Thames Yesterday.

THE MILLION IN BLUE.

Graphic Sketch of the Thronged Race Course.

"ARE YOU READY ?---GO!"

Cambridge Takes the Lead and Keeps It.

GOOD AND BAD STEERING.

Points in the Struggle from Putney to Mortlake.

TIME: 20M. 198

[SPECIAL DESPATCH TO THE HERALD BY CABLE.] LONDON, April 8, 1876.

The annual Oxford and Cambridge boat race was rowed to-day upon the Thames, from Putney to Mortlake, in the presence of an immense multitude, which far outstripped in numbers the spectators of any previous year.

Never did the "blue fever" claim more victims and so it happens that now, as in other years, the ladies select their charming costumes of dark or light blue, the men buy their cravats, the Cockney pins on his huge rosette, the cabman adorns his whip as eagerly as ever. Blue is everywhere-in the bonnet of the duchess, in the ears of the costermonger's donkey. In fact, the only place where blue is not is in the mental temperament of all con-BRIGHT AND AUSPICIOUS WEATHER.

The morning sun shone brilliantly over the river, and a cloudless sky, such as is rarely seen in London at this time of the year, welcomed the enormons crowds who thronged the various routes from London. During the whole morning and afternoon this magnificent weather continued, and the light blue of the sky was interpreted by the Cantabs and their friends as a happy omen of success. The weather reminded old racing men of that bright day in August, 1869, when our own Harvard met the Oxford men upon the same course.

THE CROWDS.

The railway stations at Barnes and Putney eject masses of humanity, the roads ring with the clatter of wheels, the lordly drag looms huge over the annie woman's handcart, while the river itself is alive with swarming craft, special steamers, tiny private steam launches, gigs, wherries, shells, punts and every imaginable floating thing. Trains, carriages, boats all go in one direction, and nothing is thought of or talked of by those who go in them but the thirty-third University boat race.

the training home of generations of "'Varsity" men, has broken out in the all-pervading color-its streets thronged with amphibious-looking persons in flan nels; its ancient bridge rendered impassable by an excited throng, either endeavoring to cross over or obstinately determined upon halting in mid-stream to see the start. Here, too, is the "Fox and Hounds," surmounted by a large dark blue flag, ingordant with the surred letters

It is the headquarters of the Oxford crew. See! those fresh, healthy faces at the windows belong to waters in the maddening contest. We gaze upon them with reverential awe, enhanced by the apof Police, placed there Cerberus-like to guard the sacred precincts. For those eight gentlemen within must not even be spoken to or shaken by the hand until the great business is settled.

THE CAMBRIDGE QUARTERS.

seen the Oxonians we proceed further down the High street of the little suburb and ascertain that one of those bouses in the row called "Cedars Terrace" is the spot honored by the presence of the light blues. The "Star and Garter" was formerly the headquarters of the Cambridge crew, and still clings to its traditions, the barmaids who serve the transient crowd being bravely decked out in the colors of the former patrons of the house.

Passing on, we gain the towpath and arrive at the boathouses of the London Rowing Club and the Leander. In the former lies the racing boat of Oxford and in the latter that of Cambridge, both sarefully watched by vigilant myrmidons. On our

right is a small common, which has been annexed by the proprietors of merry-go-rounds, weighing machines and other instruments of torture. UP THE BIVER.

There now lies before us an unbroken stretch of towpath up to Hammersmith Bridge. Needless to say, it is crowded, and locomotion is difficult. On this bank of the river (the right) the historic points which mark the course are the Soap Works, the Round House, Barnes Terrace and the Ship Inn. On the other side are Craven Cottage, the Crab Tree, Chiswick Evot. All these points are seized upon by thousands of both sexes, the men on the towpath and the fair sex accommodated with seats in the

gardens of the houses along the river side. HAMMERSMITH BRIDGE.

Hammersmith Suspension Bridge, which was wont to be the vantage ground of thousands of Londoners and of small boys who clambered up the chains till the whole structure looked alive during former University races, remains closed to-day, by order of the police, from noon till half-past two, or until the contest on the water has been decided. The authorities were afraid it would give way if the

BIPPIN'S BOAT YARD.

the headquarters of the Atalanta crew, is hard by the bridge, and from this point to Barnes Bridge both banks of the river are packed with spectators. Aristocratic Chiswick presents a long line of carringes three deep. Further down on the Middlesex side is the low-lying tract of ground known as the Osier Beds, almost always overflowed and marshy. Yet even here may be found enthusiastic persons to whom mud and slush are nothing as compared with

BARNES' TERRACE

The terrace of houses stands back from the river, and beautiful lawns and gardens intervene. These re crowded with well dressed ladles and gentle men, who glance down from the top of their wall upon the struggling crowd below. From Barnes' Bridge to the winning post not a foot of ground is unoccupied. Even the roofs of the houses are black with people. Having thus completed our preliminary tour of inspection, we must hurry back to the tarting point, which, as the time draws near, is a cene of seething excitement.

GETTING READY. A cheer from the London and Leander boathouses

announces that preparations are being made to

The knot of special steamers is gathered into poition, panting and puffing as though eager for the un. In accordance with usual custom only four umers are allowed to accompany the University boats, viz.: one for the umpire, one for each university, and the other for the press. All these steam ers were, of course, crowded to excess. On the umpire's boat admission is eagerly sought, and hundreds of applications are of necessity refused. It Each of the members of the crews is allowed two tickets, the umpire has a few at his disposal, and admission is also granted to a limited number of personages of distinction in the political, religious, university and rowing worlds. and it is invariably the case that this steamer is crowded to an uncomfortable degree, and that many of its passengers find it very difficult to obtain a glimpse of the competing crews.

On the press boat matters are arranged very differently. In former years the number allowed on board was limited to sixty. This year, with a view to make it still more comfortable, only fifty tickets were issued, and every one on this boat was enabled to see the entire race, from start to finish without suffering the slightest inconvenience. The following distinguished "Varsity" oars were on the press boat:-J. H. D. Goldie, Cambridge: the Oxford four that rowed Harvard, namely: S. D. Darbeshire, J. C. Tinné, A. C. Yarberough and F. Willan; W. E. Woodgate, Oxford; J. G. Chambery, Cambridge James B. Close, Cambridge; John B. Close, Cam bridge; C. S. Reed, Cambridge; R. W. Lesley, Ox

THE CREWS. All eyes are now directed toward the quarte from which the crews must approach, and presentl on all sides is heard the shout,

ford and R. Lewis Lloyd, Oxford.

THERE THEY ARE! Field glasses are brought to bear upon the heroe of the moment, who are walking down leisurely b twos and threes and surrounded by a crowd of eage

And now the question is, "Who's won the toss! the answer to which is generally, "I wonder who? But now a mighty shout rends the air, as the crew are seen paddling down toward the barges moored to the Putney Aqueduct. We now see that Oxford has won the toss for choice of position, and has selected the Middlesex side as the more favorable.

THE TIDE AND WATER.

was running like a millrace when the boats started. The water throughout was perfectly smooth, while a light following breeze materially aided the speed of THE LAUNCEL

Both crows lannel their boats at twelve minutes to two P. M., and row down to the starting place, which is exactly 200 yards above the aqueduct at famed inn, the Ship, at Mortiske. The boats are got into their position at three minutes to two P. M.

for her by Clasper, the Oxford boat builder, while Cambridge occupied the new boat built for them by developed better qualities than their Searle boat.

The boats back up to the barres. The next mo ment the crews strip down to their boating jerseys, and the starter. Mr. Edward Scarle, hands the dis carded clothes up to the umpire's boat. A man in each barge holds on to the stern of each boat. A moment of suspense follows, during which every man in that vast throng draws his watch as a man in danger of his life draws his revolver, waiting for Mr. Searle, the starter, to give the word. A thousand necks are craned to see the "first catch" and double the number of ears listen for the signal. The clear voice of the starter breaks upon the air-"Contlemen are you ready?" Like machines the crews "get forward." A moment of absolute silence.

The oars grip the water. The race has begun. Time, 2h. 2m. 17s. P. M.

"THEY'RE OFF !"

Both crews caught the water at the same mo ment, Cambridge getting off a little quicker than their antagonists. The form of both crews was admirable. Oxford rowing 38 strokes to the minute. Mr. Edwardes-Moss, the stroke of the Oxford crew, showed signs of nervousness when, after the first quarter of a mile, he saw his antagonist drawing slightly shead. Oxford immediately quickened their stroke from 38 to 40, but without any perceptible

OXPORD BADLY STEERED. From this point to Hammersmith Oxford was badly steered, and they were thrown further out by an eddy which caught their craft just opposite

CRAVEN COTTAGE TO THE CRAB TREE. At Craven Cottage Cambridge was three yards ahead of Oxford, who, from this to the Crab Tree, made futile efforts to overtake their opponents.

EXCELLENT STREETING OF CANTARS. rate of 36 a minute. They were admirably steered almost in the centre of the stream, and when Oxford, off the Crab Tree, made another struggle for the lead Cambridge quickened their stroke to 38, while Mr. Davis, their coxswain, crowded the Oxonians toward the shore.

CAMBUIDGE AHRAD.

Meanwhile the Cantaba drew clear of Oxford, and opposite the Soap Works they succeeded in taking their adversaries' water. This virtually ended the

HAWMERSWITH BRIDGE.

rom the start, was reached in eight minutes and hirty-one seconds. Here Cambridge was a clear

At the Doves Cambridge was already two lengths

ahead. CHISWICK CHURCH. At Chiewick Church Cambridge pulled still further ahead, and in rowing up to Barnes Bridge continued

Cambridge finished four lengths and a half ahead, while Oxford stopped nearly opposite the Ship Hotel.

time of the winning crew being faster than last year's by one minute and forty-three seconds.

Both crews had evidently had enough; for, instead of paddling back, both went aboard the steam launch for Putney.

THE BETTING. The betting at Putney was 2 to I against Oxford, and at Mortinke, amid great excitement, the betting men were offering 2 and 4 to 1 without takers.

Mr. J. W. Chitty, Q. C., of Ballol College, acted as umpire. Mr. Chitty was stroke of the Oxford boat

Bow-H. McD. Courtney.

2. H. W. Morcer.

3. Hobart. 4. A. M. Mitchison J. M. Boustead.

6. H. J. Stayner. 7. H. P. Marriott. Stroke-T. C. Edwardes-Mon

Coxswain-W. D. Craven.

Bow-P. W. Brancker.

2 T. W. Lowis. W. B Close.

5. L. G. Pike.

7. H. E. Rhodes

Stroke-C. D. Shafto.

At the final weighing yesterday the aggregated veight of the Oxford crew was 1.355 pounds, against Cambridge's 1,340, exclusive of coxswains, Oxford's Of the thirty-three races now rowed Oxford has

won seventeen to Cambridge's sixteen

WINNERS OF THE UNIVERSITY BOAT I

Yr.	Winner.	1 Course.	Time.	How Wo
1829	Oxtord	Henley	114:30	Englis
136	Cambridge.	Westminster to Putner	25 10	1 min
836	Cambridge.	Westminster to Putney	31:00	1m 45 m
840	Cambridge.		129 00	2.34 of to
841	Cambridge.	Westminster to Putney	132 30	Im 4 sac
1842	Oxford	Westminster to Putney	30:45	13 sees.
1845	Cambridge Oxford Cambridge Cambridge	Patney to Mortlake Mortlake to Putney Putney to Mortlake Putney to Mortlake Putney to Mortlake Putney to Mortlake Mortlake to Putney Putney to Mortlake	23 :00	(M) secs.
1846	Cambridge"	Mortinke to Putney	21:06	2 lengths
11441	Cambridge	Putney to Mortiake	22.00	Envily
1849	wxford	Putney to Mortinke	mean.	Foul
1852	Oxford	Putney to Mortlake	21 :36	7 sers.
1854	Oxford	Putney to Mortinke	25 25	11 struke
1856	Cambridge.	Mortiake to Putney	25:50	15 a long
1857	Oxfordt	Putney to Mortinke	11955	No sees.
1858	Cambridge.	Putney to Morslage	21 23	-P-3 sace
			THE SAME	Cam. su
1800	Cambridge.	Putney to Murtiske	100	1. Inwerth
	Oxford	l'utner to Mertiake	205 (254)	134 agreed
	Oxford	Putnes to Mortiake	24 :41	30 secs.
1863	Oxford	Machine L. Cutney	123:16	43 secs.
THEFT	Defort	Penny rilake	100 -15	Their manual
1885	Oxford.	THE RESIDENCE AND ADDRESS OF THE PARTY OF TH	1.33	A lamest
1866	Oxtor	A STREET WAS A STREET OF BUILDINGS	15 50	2 length
1867	Oxfore			
1868	Oxford	PERSONAL TO MAY LARLY	20:37	Slength
1860	Oxford	common tradition token	20:08	3 temesh
1870	Cambridge.	efficier to Morrica	22:05	1 length
1871	Cambridge	Calley to Arriska	23:00	3. beneth
1872	Cambridge.	Putuey to Men the	21:14	2 length
1873	Cambridge;	Putney to Morninks	119 :36	3 lenyth
1875	Oxford	Putney to Merinage	199 (19	Strange
1876	Cambridge.	Putney to Mortiake	1:0:19	44/ lemet

rs and boats.

Stiding seats for the first time used by both crews.

THE "QUEEN'S CUP."

THE CHALLENGE OF THE ROYAL CANADIAN YACHT CLUB-THE DOMINION'S CENTENNIAL

modore of the Reyal Canadian Yacht Club, just insued to the New York Yacht Club, for possession of what is generally known as the "Queen's Cup," won by the merica in English waters in 1851, will doubt ied with satisfaction. No more opportune time for international contest could be chosen than during whatever in affording all comers every possible chance to carry away the much coveted prize. Indeed, from if some foreign competitor should hoist tional regattas this summer, such events being anticipated, for it is evident that foreign the most beneficial results. Several English yacht will, it is said, run across the Atlantic during the sea n, and will probably take part in the yachting programme already arranged. it is gratifying to learn moreover, that the centennial yacht—which is to rep esent the Dominion in our waters-will be entir new, and from all accounts promises to be a very fa vessel. She is at present in course of construction at Coburg, and will, it is thought, be launched a month. In his letter to Mr. to take place in the latter part of June. He also asks, in view of his challenge to race for the "Queen's Cup, months' notice required. A meeting of the blub will be held on Tuesday next, when doubtless all these matters will be satisfactorily arranged. The new British champion which is to fly the colors of the Royal Canadian Yacht Club will be known as "The Countess of Dufferin," and it would appear that the most sanguine hopes are entertained of her suc Lady Standly and Annie Cuthbert, by the same builder, are well known throughout the Dominion as

LONDON TINKLINGS

Dramatic and Operatic Notes and Movements.

AMERICAN ARTISTS ABROAD.

The Turi-Derby Foreshadowings-Preakness.

A DULL STOCK MARKET.

[SPECIAL DESPATCH TO THE HERALD BY CABLE.] LONDON, April 8, 2676.

The Royal Titles bill having been settled thing Parliamentary are dull.

Of operatic and dramatic news I am enabled to forward the following:-Blanche Tucker makes her début next Saturday as Violetta in "La Traviata," under the nom de theatre of Mile. Blanche Rosarella. She is also spoken of for the role of Velus in "Tann-PLOBENCE KNOX'S CONTRACT.

Mrs. Florence Knox has signed a five years' contract with Mr. Gye of Covent Garden. She will make her debut early in May in "La Favorita,"

under the name of Mile. Ricca. THE PAREPA-ROSA SCHOLARSHIPS.

Miss Emma Abbott is rehearing for the part of Dinorah in the competition which is to take place for the Parepa-Rosa scholarships in the Royal Academy of Music, on the 15th inst.

MISS PREBLE'S WATER COLORS. Miss Preble's admirable water color copies of Turner's "Cyclus of the Life of Columbus," Landseer's "King Charles Spaniels" and an original of "Dickens' Gadshill House," are on private exhibition to-day before their departure for Philadelphia. GENEVIEVE WARD.

Arthur Neville's statuette of Genevieve Ward as Lady Macbeth, copies of which have been sent to the Paris salons and Philadelphia, was exhibited this week. It is an excellent work, boldly conceived and successfully executed.

THE THEATRES. The run of Irving's "Othello" terminates at the Lyceum to-night, and "Queen Mary" will be given immediately after Easter.

A new comedy by Byron, entitled "Wrinkles," will be produced at the Prince of Wales' on Thursday. LAWYER BARRETT'S CASE.

Your correspondent in Dublin verifies Mr. Leon ard's statement to the HERALD reporter respecting Counsellor Barrett. He was admitted as an attorney under his proper name, and there was nothing whatever against him when he left Ireland.

IRISH OARSMEN FOR AMERICA. The HERALD correspondent in Dublin says:-"A crew, composed of men from the Dublin University Club and Dublin Boat Club, will go to Philadelphia." WINNESS OF THE GREAT ENGLISH ROAT RACE TO

sities boat race, will certainly go to Philadelphia The probability is that Oxford will not participate." THE AMERICAN HORSES-THE DERBY. Au hope of Egotist, Mr. Sandford's colt, winning

the Derry has been abandoned. It is doubtful if he

President Close, of Cambridge, says:-"A crew,

composed in part of to-day's winners of the univer-

starts for the event. state from lameness, which, however, is rapidly dis-

THE GALLOPS. Mate, are making very rapid progress. They galloped every morning this week two or two and a quarter miles. This morning, especially, they are

reported as having gone "great guns." THE REPLING. Some fancy Mate for the City and Suburban Stakes on the 25th of April; 1,000 to 25 has been taken about him at Tattersall's.

WEIGHTING His weight will be 115 pounds. He will receive twenty-one pounds from the English champion Lowlander.

THE RACING LAWS. The Jockey Club are going to amend the racing laws. Ex-Baron Martin has drawn up fresh rules.

LORD ROSEBERRY'S HORSE. Stole, the great bookmaker, has offered to take a bet of \$4,000 to \$5,000 about Lord Roseberry's horse All Heart for the Derby.

AMSTOCRATIC AMENITIES The recent high life grandal is reported as having been amicably settled; but Lady Blandford is said to contemplating proceedings for divorce.

THE FINANCIAL OUTLOOK. The operations of the week, speculatively, have een restricted and unsuggestive, at least to Amercan readers. The chief interest was manifested in EGYPTIAN STOCKS.

nd these were extremely unsteady, with fluctuaions both frequent and wide. Owing to the comolicated situation the negotiations to relieve the Chedive's embarrassment have not been successful, and the postponement of the payment of all checks and bondsdue in April is officially announced.

THE FOREIGN MARKET. Turkish scurities remain depressed. The tone of the rest of the foreign market is somewhat better. American bolds show an increase of public confitence. The demand for them is unabated and im-Poving. Railway bonds are steady.

EGYPTIAN PINANCES From the Esening Telegram of yesterday.] LONDON, April 8, 1876.

It is harted here from Cairo that the Khedive otheres tour George Ellot's plan, as hitherto sent ty cable to be Telegram, and desires a cessation of ebt for sevel years, and favors the conversion of ne entire mional floating indebtedness into six

It is expects that at a meeting to-morrow, which is been arraged in Paris, between the Earl of Irby, British scretary of Poreign Affairs, and the In Decazes. dister of Foreign Affairs for France, th the details of the international intervention

is a matter of congratulation here that thus Eand's info ce again prevails in Cairo, notnding the frantic efforts of French politiTHE SHIP STRATHMORE.

DETAILS OF THE WRECK OF THE BRITISH-AUSTRALASIAN EMIGRANT VESSEL-SUPPER INGS OF THE SURVIVING PASSENGERS-SIX MONTHS ON A DESOLATE ISLAND-RESCUED BY AN AMERICAN WHALER.

[From the London News, March 27.]
The following official information respecting the loss of the Strathmore and the rescue of the survivors from the parren island on which they remained more than aix months has been received at Lloyd's. It is dated

Galle, March 3:—

The Strathmore, of Dundee, was reported by telegraph as lost on one of the Crozet group on July 1, 1875. She struck at half-past four in the morning, and became a wreck in a lew minutes, the persons who were saved, one lady being among them, being aimost in their night dresses. They subsisted on this barren island for six months and twenty-two days upon albatross, pengium and other birds. The master of the whaler who rescued them showed them every kindness; gave each a suit of clothes and a pair of boots. Those rescued were taken care of by the local authorities, and a subscription has been raised in the colony on behalf of the passengers.

DETAILS OF THE RESCUE-THE AMERICAN WHALER YOUNG PHOENIX.

[From the Coylon Times.] The British ship Sierra Morena Captain Kennedy, bound from Sutherland to Kurrachee, came into port on Thursday with twenty persons, being part of the wrecked on the 1st of July last, on the largest of the longitude 15 deg. east, called the Twelve Apostle. Rock. The Strathmore was on her voyage to Otaga

Rock. The Strathmore was on her voyage to Olaga, New Zcaland, and was seventy-five days out when the disaster occurred. Captain Kennedy reports that on the 26th of January he was boarded by AN ANKRICAN WHALER,
Young Phoenix, in latitude 42 deg 41 min. south, longitude 53 deg. cast, having forty-four persons on board, rescued from the Strathmore. Owing to insufficient supply of water, Captain Kennedy could only accommodate twenty persons to Galle; namely, the second and third mates, carpenter, asilmaker, first and second stewards, cook and one seaman, three first class and nine third class passengers. The Captain and chief mate, of the Strathmore were drowned, besides others.

Five persons died on the island.

The survivors experienced the greatest privation on the island, being bereit of suitable clothing, and having to subsist on a species of bird, large flocks of which inhabited the place.

The whaler treated them with great kindness and supplied warm clothing. There was one lady passenger. The vessel struck at four in the morning, and but for the timely rescue by Captain Giffard, the crew would have suffered greater privations, as the food supply was lessening.

THE SECOND MATE'S REPORT OF THE WRECK

OF THE STRATHMORE. Mr. Allan, the second mate of the Strathmore, says that a thick fog prevailed on June 30, and Captain MacDonald ordered a sharp lookout to be kept for Crozet Island. The log was constantly thrown. midnight there was a cry of "Breakers ahead! the ship struck on the Twelve Apostles group of rocks. She soon began to settle down, and boats were made She soon began to settle down, and boats were made ready for launching. One boat with eighteen persons in it, including Mrs. Wordsworth, was floated from the deck by a heavy wave and miraculously kept in an upright position. About twenty of the crew and passengers assembted in the mizzentop. The fore part of the vessel was still above water and stack on the rock, and here the survivors clustered and waited till daylight, when it was found that

here the survivors clustered and waited till daylight, when it was found that

THE SHIP WAS WEDGED

between perpendicular cills of rock hundreds of feet high, and other points standing up like so many noedles. Seven or eightgot into the gig under the charge of the second mate, who said he would return and take off the rest if he succeded in finding a landing place. He found to his autonishment that the boat, with eighteen on board, which had been washed away during the night, was knocking about half tull of water. The one boat took the other in tow and succeeded in reaching the rocks, up which the ship-wrocked persons managed to scramble. Those left on board were saved in like manner, but two days elapsed before their rescue was accomplished. Some macnes, spirits and biscuits were all that could be saved. The biscuits were given to Mrs. Wordsworth, as she could not eat the rank birds' flesh. A case of confectionery was much prized, as the tins become handy for boiling birds in. After a low days on the Island the boats were dashed to pieces on the rocks and lost. This was a great misfortone, as no more visits could be paid to the wreck. The firewood lasted a month, after which a substitute was found in the birds' skirs.

took place on the island. The corpses were not stiff, but remained as phable when buried as when in life. The first death was on July 2; the next, that of Thomas Henderson, in September; the next, that of william Husband; and the last, a little child, on Christmas Day. Death resulted from mortification following on frostbites; toes and fingers rotted off.

but did not notice the singals, till at last, on the 21st of January, the whaler Young Phonix took all on board, and treated them with extreme kindness. THE SAVED.

The following is a list of the saved on board the Thomas B. Peters, second mate; John C. Albee, third mate; w. r. Passananaw, first steward; David Wilson, second steward; John Pire, carpenter; Waiter Smith, sailmaker; John Smith, cook; John Wilson, A. B.; James Inight and Robert Sinnie, third class passengers; Frederick Bently, Spenser Jostin and

The following is a list of those left on board the The following is a list of those left on board the haier Young Phomis:—Mrs. Wordsworth, first class assenger; Mr. Wordsworth, first class passenger; Mr. Wordsworth, first class passenger; Mr. Wordsworth, first class passenger; Mr. Bizmaurice, able seaman; C. Tookey, able seaman; Blackmore, able seaman; H. Turner, approntice; E. Arimchael, apprentice; E. Preston, apprentice; E. Rackson, boatswann; Hilton Kotth, first class passener; J. Nicol, engine driver; Joe Tuck, third steward; shin Evans, A. B.; John Warran, A. B.; J. Staworth, B.; H. Erickson, A. B.; M. Rioldan, A. B.; W. Venng, A. B.; J. Wilson, A. B.; E. harp, A. B.; J. Wilson, A. B.; E. harp, A. B.; J. Frail, A. B.

ROBBERY OF JEWELS.

THE GREAT ROBBERT OF DIAMONDS AND GENS IN LONDON-ENUMERATION OF THE ARTICLES STOLEN FROM THE HATTON GARDEN FIRM.

[From the London Telegraph, March 27.] Between half-past two o'clock on Saturday after nd midday yesterday, but most probably during day light on the first named day, Mesara Williams & Son, manufacturing jewellers, of Hatton Garden, were manufacturing jeweilers, of Hatton Garden, were robbed of jeweiry valued at £25,000. The reason for believing that this bold and, so far, successful theft was perpetrated before dusk on Saturday, is that at night time the window shutters are left open and a gaslight enables the police and every passer by to see the interior of the counting house, with the iron safes containing the valuable stock in trade. A person might iet himself into the house in the daytime, supposing him to be in possession of a latch key, and, being unsuspected, would have ample time to ransack the place, and the almost total absence of marks or traces would appear to show that the robbery was committed at the most methodical and leisurely manner. When the principal partner visited his business promises at one o'clock yesterday alternoon, he opened the atreebdoor as usual and passed by means of a Chubb's key inby the counting house, where he saw everything in pericks order, the safes being closed and the floor clear of any litter or sign of intrusion. Looking towards one of the front windows, however, he was statically a summer of pewel cases on the counter. They were placed there, not in any contusion, but as by a person accessformed to handle such things; and they were indeer from an external view of the ahop or office by an opaque glass screen. Finding the cases to be mostly empty Mr. Williams tried the safes, which were all locked, One of the cases containing a nomber of levels of the was set worth taking. Mr. Williams was obliged to return home for the keys of the safes, and when he got back again to the house of business, which is a few doors from Helborn Circus, on the left hand going up Hatton Garden, he was able to open all the sales as easily as if they had not been tampered with. In lact, it then became perfectly events that not only these receptacles of costly property, but the front door and door of the counting future had been ridded door and door of the counting future had been abstracted pewels of the large suggregate valu

Three hundred diamond and gent rings. Ten to fifteen pairs of brilliant earrings

PARISIAN JANGLINGS.

Amnesty to the Communards Scouted at Versailles.

A WEEK OF FAILURES.

Theatrical Fissons-"Joan of Arc's" Cold Reception.

OPERA FOR AMERICA.

[SPECIAL DESPATCH TO THE HERALD BY CARLE.] No. 61 AVENUE DE L'OPERA, PARIS, April 8, 1876.

Amnesty or no amnesty is the principal topic of interest in Parliamentary circles, and although the vote of the special committee of the Chamber of Deputies disappoints the radicals of Paris it meets with the approval of the country. While believing that the government, in the hands of MacMahon, is fully able to cope with any broils that might arise from the return of the unrepentant Communards, most people would prefer to prevent the possibility of disturbance by taking off the penalties of the surviving insurrectionists of March 15, 1871, in a very

WHAT THE COMMITTEE RECOMMEMDS.

On a vote being taken in the special committee, it was found to stand nine to two against general or partial amnesty, recommending instead a commutation of sentences, a number of pardons and a reform of the penal code. RADICAL JOURNALISM

The most marked effect of the raising of the state of siege in Paris has been on the press. Thirty new journals, radical in politics, have been published since the proclamation, ENGLAND AND IMPERIALISM

The sneers of England at imperialism, apropos of the new title for Queen Victoria, give great satisfac-

tion to everybody here but the Bonapartists. Indeed that party seems to have dog's luck here at The Emperor of Germany is in bad health and the

Pope is ailing.

Persia is waking up from its lethargy sufficiently to begin the organization of a postal service within

the Shub's dominions. The plague is already making its disagreeable pres ence felt in Turkey. Europe is quiet, but a deep-seated uneasiness pre valls, aroused by the expectancy of a change which may grow out of the menacing condition of affairs in

the East, particularly since Russia has changed front regarding peace measures in the revolted provinces of Turkey.

A BAD THEATRICAL WEEK. This has been a had week for the Parisian theatres. The houses which ventured on bringing out new pieces have come to grief without an exception.

There are three failures to record heside that of "Jeanne d'Arc" at the Grand Opera House, making an exceptionally unfavorable total, hardly pos. sessing a fellow in our stage history.

"JEANNE D'ARC." place on Wednesday evening, and fully confirmed my previous judgment-namely, poor, thin music not counteracted by the gorgeous setting of the

piece. and graced by the presence of President MacMahon two queens, any number of princes, and all the

eauty, fashion and talent of the gay capital. The general verdict was one of disappointment,

UNSUBDUED HALANZIER M. Halanzier, the manager of the Grand Opera House, recognizing the situation, has aunounced that Meyerbeer's "Prophète" is in preparation, with a new mezzo-soprano, Mile. Barbot, in the rôle of

THE LYRIQUE. Two new prime donne have been engaged for the Theatre Lyrique. They are Mile. Salla and Mile. Sablairolles. The last named is a protége of the King of Holland, and is said to be an excellent

Colonel Mapleson and Mr. Jarrett arrived this morning in Paris to make arrangements for a fall

They are in negotiation with M. Faure, Signos Campanini and the new tenor, Signor Stagno, the handsomest man on the stage. Mile. Titiens has been re-engaged. Mme. Trebelli-Rettini will else

probably accept an engagement.

STRONG ARTISTS.

Mile. Titlens makes her rentede at Drury Lane on the 2d of May, in "Semiramide." THE NEW YORK SKASON. The arrangements in general are so well forward that Mapleson's troupe will start for New York on

TITIENS AT OLD DEURY.

the 16th of September, and the season at the Academy of Music will begin early in October.

Public balls have been prohibited in Paris during Holy Week. PREZECLINI-VIGOUREUX.

The marriage of Mme. Frezzolini to a French

physician, M. Vigoureux, has been announced. The ady is sixty-seven and the gentleman forty years

Among the recent publications I may note "Aven-

tures Aériennes." by M. Detourville. The two days' sale of the Schneider collection of paintings realized only 14,000f, 20c. Among them were some authentic specimens of the old masters

but they were in general poor. Paris is now blessed with fine weather, which has had a great effect in bringing out the new fashions.

READS IN RLOOM. Ladies' hats are again overladen with nowers. The foundations are made of ivory, imitating straw.

are round and en cuirasse. Light colored silks of crèpe de Chine for tuniques and polonaises, with see insertions, are much work over block skirts.